

**CLAIMS**

What I claim as my invention is:

1. A trailer alignment apparatus comprising, in combination  
a quick adjusting clamping system that has an upper member  
and a lower member;

a mast fixedly attached to the upper member of the quick  
adjusting clamp system and being extended therefrom, the mast  
having an illumination means and a speaker means spaced from a  
first end thereof; and

a pressure actuated paddle switch assembly pivotally  
attached to the lower member and having a control lever in  
contact with a pair of switches attached to the lower member for  
control of the illumination means and speaker means.

2. The trailer alignment apparatus as set forth in claim 1,  
wherein the quick adjusting clamp system is further comprised of  
an adjusting screw positioned between the upper member and the  
lower member, with the adjusting screw having an adjusting nut  
and a clamp arm mounted thereon.

3. The trailer alignment apparatus as set forth in claim 2,  
wherein the adjusting screw having a travel key housed therein  
to allow the clamp arm to move along the adjusting screw to  
increase and decrease a distance between the clamp arm and the

lower member for fastening the quick adjustment clamp system onto a trailer hitch.

4. The trailer alignment apparatus as set forth in claim 3, wherein the adjusting nut is positioned on the adjusting screw between the upper member and the clamp arm, and the adjusting nut will lock the clamp arm in position about the adjusting screw when the desired distance between the clamp arm and the lower member is achieved for secure placement of the quick adjusting clamp system about the trailer hitch.

5. The trailer alignment apparatus as set forth in claim 1, wherein the mast is lined for use as a measuring device.

6. The trailer alignment apparatus as set forth in claim 1, wherein, the lower member has an interior side, an exterior side with a pair of face panels and side panels therebetween, housed within the lower member is the power source for the illumination means and speaker means of the mast, with the pair of switches coupled to one of the side panels.

7. The trailer alignment apparatus as set forth in claim 6, wherein the pressure actuated paddle switch assembly pivots away from a towing vehicle when a hitch ball presses against a flap portion thereof, and the pivoting of the flap causes the control lever to swing juxtapose to the side panels having the pair of switches, whereby as the control lever swings the pair of switches are turned on one at a time.

8. The trailer alignment apparatus as set forth in claim 7 wherein, the illumination means is comprised of a first light and a second light, and wherein the first light is activated by a first of the pair of switches, and the second light is activated by a second of the pair of switches when the control lever is swung into an activation position by the rotation of the flap.

9. The trailer alignment apparatus as set forth in claim 8 wherein the first light is a first color, and the second light is second color.

10. The trailer alignment apparatus as set forth in claim 7 wherein, the speaker means is comprised of a buzzer that projects a audio indicator sound, and when the control lever is swung into an activation position by the rotation of the flap to engage the first of the pair of switches, the first light and the buzzer are turned on, whereby a driver operating a towing vehicle is signaled visually and audibly that the hitch ball is in close proximity to the trailer coupling.

11. A trailer alignment apparatus comprising, in combination

a quick adjusting clamping system;

a mast fixedly attached to the quick adjusting clamping system, the mast having an illumination means and a speaker means spaced from a first end thereof;

a pressure actuated paddle switch assembly pivotally attached to the quick adjusting clamping system, and having a control lever in contact with a pair of switches attached to the quick adjusting clamp system for control of the illumination means and speaker means; and

whereby, the quick adjusting clamp system is fastened to a trailer hitch with the illumination means facing the rear of a towing vehicle such that as a driver of a towing vehicle backs up to allow a hitch ball of the towing vehicle to engage the pressure actuated paddle switch, the illumination means and the speaker means are activated to signal the driver when the hitch ball is in close proximity to a trailer coupling.

12. The trailer alignment apparatus of claim 11, wherein the quick adjustment clamping system is further comprised of an upper member and a lower member with an adjusting screw positioned therebetween.

13. The trailer alignment apparatus of claim 12, wherein the adjusting screw has an adjusting nut and a clamp arm mounted there on, with the adjusting nut spaced from the upper member and the clamp arm spaced from the lower member.

14. The trailer alignment apparatus of claim 13, wherein the clamp arm is capable of moving along the adjusting screw for increasing and decreasing a distance between the clamp arm and lower member.

15. The trailer alignment apparatus of claim 14 wherein the distance between the clamp arm and the lower member is determined by the size of a neck portion of a trailer, wherein achievement of the desired distance allows the quick adjusting clamp system to be fastened onto the neck portion of the trailer.

16. A trailer alignment apparatus comprising, in combination  
a quick adjusting clamping system that has an upper member and a lower member;

a mast fixedly attached to the upper member of the quick adjusting clamp system and being extended therefrom; the mast is lined for use as a measuring device, and the mast has an illumination means and a speaker means spaced from a first end thereof;

a pressure actuated paddle switch assembly pivotally attached to the lower member and having a control lever in contact with a pair of switches attached to the lower member for control of the illumination means and speaker means; and

the lower member having a power source housed therein, whereby when the pressure actuated paddle switch assembly is rotated by a hitch ball pressing against it, the control lever makes contact with a first of the pair of switches to activate the illumination means and the speaker means to signal a driver

that the hitch ball is in close proximity with a trailer coupling.